



DISTRICT ONE PLAN: WEST RAND DISTRICT



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1. BACKGROUND

The West Rand District Municipality is located within the western part of the Gauteng Province. It is surrounded by the Bojanala District Municipality to the north, the City of Tshwane to the north-east, the City of Johannesburg to the east and the Sedibeng District Municipality to the south-east. The West Rand District consists of three local municipalities: Mogale City, Merafong City and Rand West City. It is located on the south western edge of Gauteng Province and it is home to the famous Cradle of the Humankind World Heritage Site.

The total number of unemployed people within the West Rand constitutes 9.55% of the total number of unemployed people in Gauteng Province. The West Rand District experienced an average annual increase of 8.53% in the number of unemployed people, which is worse than that of the Gauteng Province, which had an average annual increase in unemployment of 4.99%.

The largest share of the population aged 20+ years in the local municipalities had attained a primary school qualification in 2017 (47.9% in Mogale City, 59.4% in Merafong City and 55.1% in Rand West City). In terms of the racial split, similar trends as at the district level were prevalent in educational attainment, with the African population group lagging behind in matric and tertiary qualifications. In 2017, Mogale City had the highest average share of the population aged 20+ years with a tertiary qualification at 14.9%. It was followed by Merafong City (9.3%) then Rand West City (8.8%) which had the lowest share of the population, with a tertiary qualification.

In 2018, the West Rand was estimated to have contributed 3.8% to the economic output of the Province. The sector that predominately drove the economy of the district was mining.

In 2018, the West Rand was estimated to have contributed 3.8% to the economic output of the Province. The sector that predominately drove the economy of the district was mining. The West Rand's economy was expected to have been in recession in 2018, with growth contracting by 1.4% from 1% in 2017. The decline in economic growth was due to the decline in mining output. The mining sector, which accounted for roughly 30% of economic activity in West Rand, was expected to have contracted by 8% in 2018. Output in manufacturing and construction also contracted.

With respect to the usefulness and reliability of performance reports in the West Rand District Region, only West Rand District Municipality has been commended by the Auditor-General in terms of keeping record of portfolios of evidence and enhanced reviews and oversight by the Monitoring and Evaluation unit. However, internal control deficiencies still need to be addressed in a sustainable manner to avoid regression in performance reporting.

The Province will be investing in the creation of new industries, new economic areas and new cities. The focus of these joint initiatives will be tourism, agriculture, and agro-processing and renewable energy projects. This includes diversifying the West Rand economy away from reliance on mining to include bus manufacturing, agri-business and agro-processing, renewable energy and tourism. The pipeline of concrete projects includes:

- The expansion of Busmark bus manufacturing plant
- The Lanseria Airport expansion and the new Lanseria City Development
- The Agro-processing Mega Park & Logistics Hub on the N12 highway and other private sector mega projects
- These projects are pumping over R25 billion worth of investment into the western corridor.

2. INTRODUCTION: BRIEF OVERVIEW

2.1 Location

The West Rand District Municipality extends over 4 087km² from its seat in Randfontein. To its east it shares a boundary with the City of Johannesburg. To its west and south west it shares boundaries with the Bojanala Platinum District and Dr Kenneth Kaunda, of the North West Province. To the north east it shares boundaries with the City of Tshwane. To its south east it shares a boundary with Sedibeng District of Gauteng. West Rand District is located on the south western edge of Gauteng Province and is traversed by major national roads, namely the N12 and N14.

2.2 Historical Perspective

This was once the kraal and throne of the Ndebele Khosi Musi who ruled from eMhlangeni or Mohlakeng to beyond what is today the City of Tshwane. Mohlakeng in Randfontein was named after his father Mhlanga. The oldest human fossils are found in this District which has parts of the Cradle of the Humankind World Heritage Site. These include the fossil hominid sites of Sterkfontein, Swartkrans, Kromdraai and Environs. The Cradle of Humankind covers an area of over 47 000 hectares of privately owned land north west of Johannesburg. There are currently over 200 caves on the site, with possibly more to be discovered. There are 13 fossil sites which have been extensively examined and some have produced fossils of human ancestors and their relatives. A variety of stone tools used by human ancestors such as axes and scrapers have also been identified.

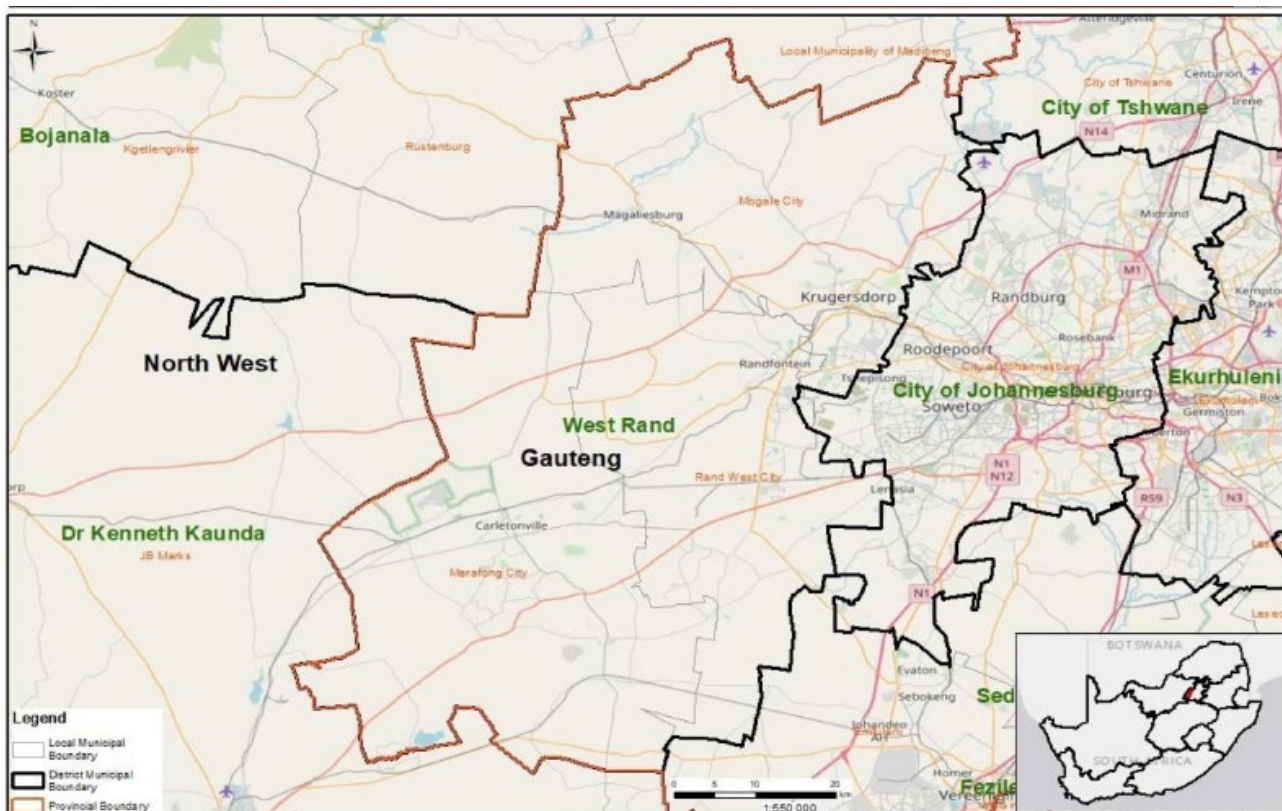


FIGURE 1: WEST RAND DISTRICT MUNICIPALITY

The West Rand grew out of the discovery of gold in the area, although a greater part of this area remains rural and largely unspoilt, encompassing some of Gauteng’s most beautiful scenery and enviable weather. From as early as the late 1900s, the area now known as the West Rand (as well as its surrounds) has been acclaimed for the rich gold that its mines have yielded. This led to an influx of people from all over Europe, who came to this “City of Gold” in search of their fortune.

Within the District, Fochville is the oldest town in the region, and was declared a town in 1951. The town Carletonville was named after Guy Carleton Jones, an engineer from the Gold Fields Ltd mining company, who played a prominent role in the discovery of the West Wits gold field, of which Carletonville forms a part. The mining company decided, in November 1946, to establish the town. Carletonville was proclaimed in 1948 and attained Town Council Status on 1 July 1959.

Part of the natural appeal of the West Rand is that much of it remains rural. It is fringed by the Magaliesberg Mountain Range, which is not only spectacular to view, but is historically and archaeologically priceless. These mountains are recognised as being the oldest in the world, far older than Mount Everest. The Walter Sisulu Botanical Gardens provides a haven of tranquillity within the hustle and bustle of Johannesburg. It comprises nearly 300 hectares of manicured gardens and ranges from grasslands and savannahs to the rich foliage found on the riverbanks. The gorgeous town of Florida Hills is part of the West Rand in the Greater City of Johannesburg.

2.3 Spatial Status

The West Rand District Municipality (WRDM) is a Category C municipality located in the west of the Gauteng Province and consists of three local municipalities: Merafong, Mogale and Rand West City Local Municipalities.



FIGURE 2: THE 3 LOCAL MUNICIPALITIES OF THE WEST RAND DISTRICT MUNICIPALITY

Merafong City, is the largest of the three municipalities in the district, making up almost half of the landmass. This is the mining core of the District with mining constituting over 50% of Gross Value Add (GVA). The oldest town in the district is Fochville and the town of Carletonville was named after Guy Carleton Jones, an engineer from the Gold Fields Ltd mining company, who played a prominent role in the discovery of the West Wits goldfield, of which Carletonville forms a part. Its boundaries enclose some of the richest gold mines in the world.

The municipality is situated about 65km from Johannesburg and is serviced by a number of major roads, including the N12 from Johannesburg to Cape Town and the N14, which is the main road between Gauteng and Mahikeng (previously Mafikeng) via Ventersdorp. The area of the municipality is 1631.7km². Formerly a cross-border municipality, the entire municipality was transferred to the North West Province following the abolition of cross-border municipalities by an amendment to the South African Constitution in 2005.

The municipality was part of the North West Province from 2005 to 2009, when it was reincorporated into the Gauteng Province by another amendment to the Constitution, following often violent protests in the township of Khutsong.

Mogale City is largely rural but has an urban core complex which forms part of a band of development stretching from the Johannesburg Inner City. It lies directly south and west of the City of Tshwane and City of Johannesburg areas respectively. To the north, south and west it shares boundaries with the Madibeng, Rand West City and Rustenburg Local Municipalities, respectively. The rural environment is characterised by the Magaliesburg and Witwatersberg Ranges in the north-west. Rural towns in Mogale City are Tarlton, Magaliesburg and Hekpoort, located in the west. The northern part of Mogale City comprises the bulk of the Cradle of Humankind World Heritage Site.

The areas to the south of Krugersdorp, namely Kagiso, Azaadville and Rietvallei (referred to as the Kagiso complex), are predominantly disadvantaged settlements with more limited access to services and facilities. The Kagiso complex is physically separated from Krugersdorp's urban areas by an extensive mining belt that runs roughly in an east-west direction through the area. Mogale City's strongest functional urban linkage is with the City of Johannesburg. Krugersdorp and the greater Kagiso area, Mogale City's primary urban complex, forms part of a band of development stretching from the Johannesburg Inner City westwards along the mining belt up to Krugersdorp. Key cities or towns are Krugersdorp, Magaliesburg and Muldersdrift. Although mining is the core of the GVA, transport, energy, manufacturing, tourism and agriculture are also key drivers.

Rand West City came into existence after the merger of two municipalities (Randfontein and Westonaria) after the Local Government Elections that took place in August 2016. The spatial structure of the Rand West City Local Municipality is characterised by dispersed urban structures consisting of various urban areas, and mining villages spread across the entire municipal area. The N12 National Road and the R28 Provincial Road, as well as the railway line, provide easy access to the area. Goods and services can reach markets and airports easily. The Bus Rapid Transport (BRT) node from Lenasia also makes it a valued area of choice in which to reside.

3. SOCIAL DEVELOPMENT PROFILE

3.1 Key Demographics

3.1.1 Population

In 2019, the West Rand District had a population of 889 731 people and housed 6.1% of the total population in the Province. The population had been growing at about 1% between 2009 and 2010 with an increase of 1,2% in 2011. From then the population growth rate declined reaching 1% in 2015. From that year the population growth rate increased by 0,1% per annum, growing at 1,2% between 2017 and 2019.

The Mogale City population increased the most in the District, at an average annual growth rate of 1.7%. Rand West City had the second highest growth in population, at an average annual growth rate of 1.1% and Merafong City had a negative annual growth rate of -0.42%. According to the projections undertaken by the Gauteng Department of Health the population is expected to increase to 1 110 046 by 2031, an overall increase of just more than 127 000 people over the period 2021 to 2031.

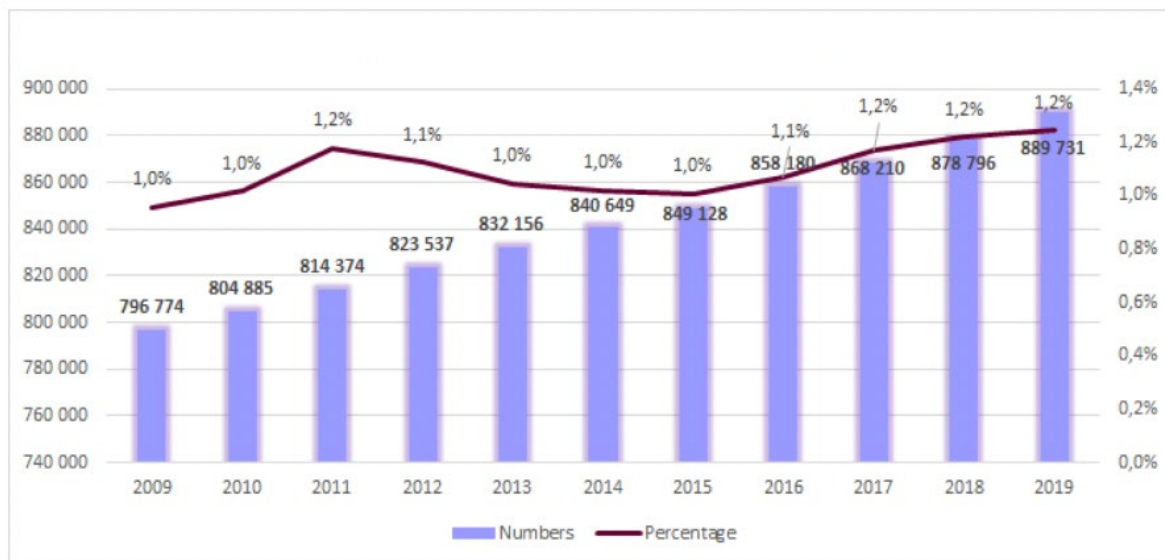


FIGURE 3: GP WEST RAND POPULATION GROWTH IN NUMBERS AND PERCENTAGE: 2009-2019

3.1.2 Gender, Age and Race

52% of the population are women, with Mogale City having 51% men, Rand West 52% and Merafong 54%. The median age in the District is 30, with 66% of the population being of the working age of between 18 and 64 years.

The figure below shows the population pyramid of the West Rand by gender for 2009 and 2018. The increase in population was accounted for by a rise in the age cohorts 05-09, 10-14 and 40-44 and above. Males between 45 and 69 years of age are significantly higher than the national average, whilst females above the age 59 are of a lower rate than the national average.

The District Municipality's population consisted of 81.52% African (697 000), 14.77% White (126 000), 2.61% Coloured (22 300) and 1.10% Asian (9 430) people.

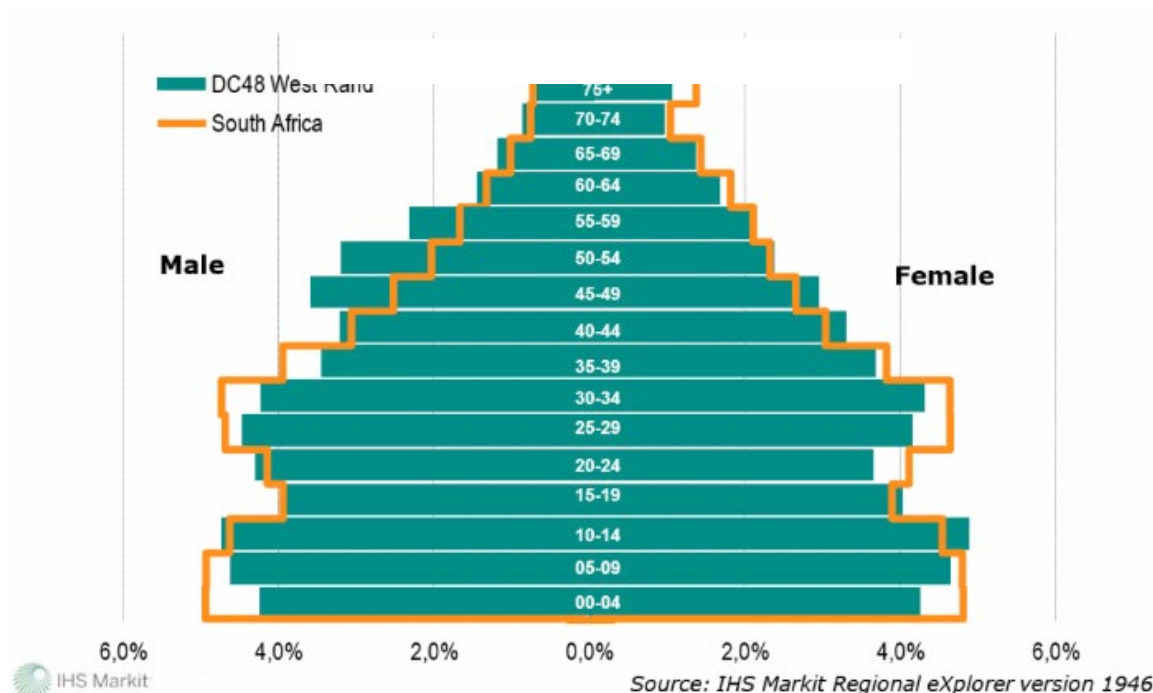


FIGURE 4: POPULATION STRUCTURE, TOTAL, 2019 WEST RAND VS NATIONAL

3.1.3 Households

According to the Community Survey conducted in 2016, the West Rand has a total of 330 573 households with an average size of 2.5 per household. Some 22.6% of the households in the district live in informal dwellings, 61% in formal structures and 8% are backyard dwellers.

Households

330 573

Households

less than 10 percent of the figure in Gauteng:

4,951,135L

less than 10 percent of the figure in South Africa:

16,923,307L

22.6%

Households that are informal dwellings (shacks)

about 25 percent higher than the rate in Gauteng:

17.74%

more than 1.5 times the rate in South Africa:

12.96%

Households by type of dwelling Chart Options

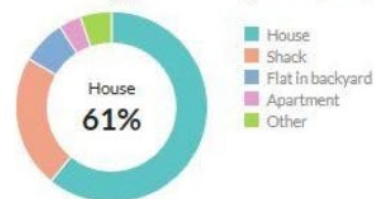


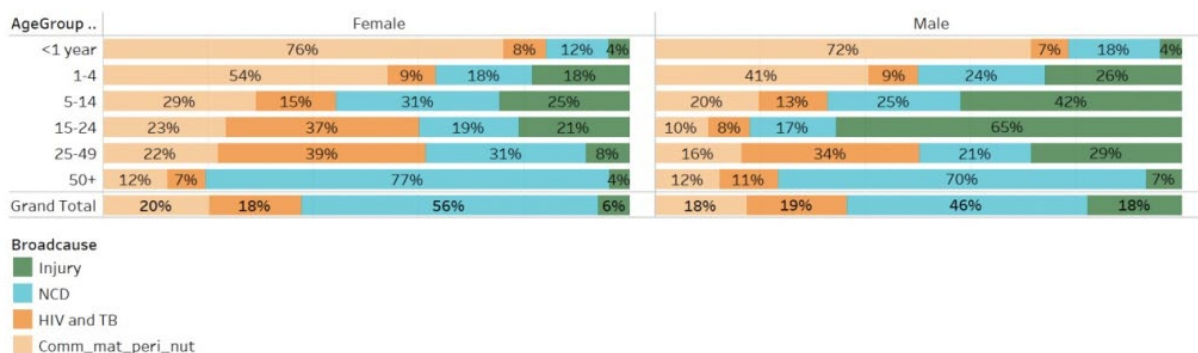
FIGURE 5: WEST RAND HOUSEHOLDS BY TYPE OF DWELLING

3.2 Health Profile

The leading cause of death amongst children under 1 year are communicable, maternal neonatal and nutritional diseases. These include diarrheal diseases, lower respiratory infections and pre-term birth complications. This is the case for both females and males. The picture is the same for those aged between 1 and 4 years, but the leading one for females is

lower respiratory infections and for males is diarrheal diseases. The leading cause of death for females aged between 5 and 14 are communicable with TB (12,4%), HIV/AIDS (11,6%) and lower respiratory infections (11,5%) being the top three. For males in that age category, it is injuries and non-communicable diseases which are the leading causes of death with 11,6% dying because of drowning, 11,8% because of lower respiratory disease and 11,1% because of HIV/AIDS.

The leading causes of death for females aged between 15 and 24 are HIV/AIDS and TB at 37% whereas for males it is injuries with 22,6% of deaths related to interpersonal violence, 14,2% due to accidental threats to breathing and 11,5% to mechanical forces. For both males and females aged between 25 and 64 the leading causes are TB and HIV/AIDS as well as lower respiratory diseases. Heart diseases, hypertension and lower respiratory infections are the leading cause of death for those who are 65 years and above.



Source: Stats SA.

FIGURE 6: BROADCAUSES OF DEATH BY GENDER AND AGE GROUP OF WEST RAND RESIDENTS

The District has 66 healthcare facilities with 40 of them located in Mogale City.

West Rand DM	Mogale City	Rand West City	Merafong City	Total
Hospitals/Clinics/Healthcare Services	40	17	9	66

TABLE 1: HEALTHCARE FACILITIES BY LOCAL MUNICIPALITIES IN THE DISTRICT

There are 45 clinics: 18 are in Mogale City, 14 are in Rand West City and 13 are in Merafong City. There are three Community Health Care facilities. Two are in Rand West City and the other is in Merafong. There are two district hospitals, one in Mogale City and the other in Merafong and there is one regional hospital in Mogale City. The balance is other facilities which include private healthcare facilities concentrated in Mogale City. These are complemented by 95 ward-based teams.

3.3 COVID-19

The Impact of COVID-19 pandemic has caused global health and socio-economic devastation, with South Africa not spared as fatalities continue increasing. The government response to COVID-19 has mainly been the implementation of lockdown restrictions and vaccination roll-out. The West Rand District Municipalities have been working together with all spheres of Government to reduce the impact of COVID-19. Several measures include:

- Provision of sites for government vaccination.
- Health facilities for COVID-19 testing.
- Establishment of the West Rand District Command Council.
- Additional sites to assist with excess of COVID-19 patients that need isolation.

Gauteng's third wave is a major cause for concern for all, including the residents of the West Rand District. More than ever, reliance is placed on the existing measures to assist the fight against the virus.

3.4 Poverty Dimensions

3.4.1 Distribution

In 2018, 427 000 or 48% of people were living in poverty, using the upper poverty line definition, this is 4.78% higher than the 408 000 in 2008. The percentage of people living in poverty has decreased from 51.36% in 2008 to 48.26% in 2018, which indicates a decrease of 3.1%. The figure below indicates the percentage of people living in poverty in the each of the local municipalities.



FIGURE 7: PERCENTAGE OF PEOPLE LIVING IN POVERTY WEST RAND MUNICIPALITY, 2018

3.4.2 Inequality

In 2019, the Gini Coefficient in the West Rand District was at 0.62. Considering the 2011 data presented in the following diagram, the average annual income was R57 500 which was almost double the South African rate, however over 31% of the population earned less than R20 000 per annum of which under 36% earn under R4 800 per annum. Half the population earn less than R40 000 per annum and 71% earn less than R75 000 per annum.

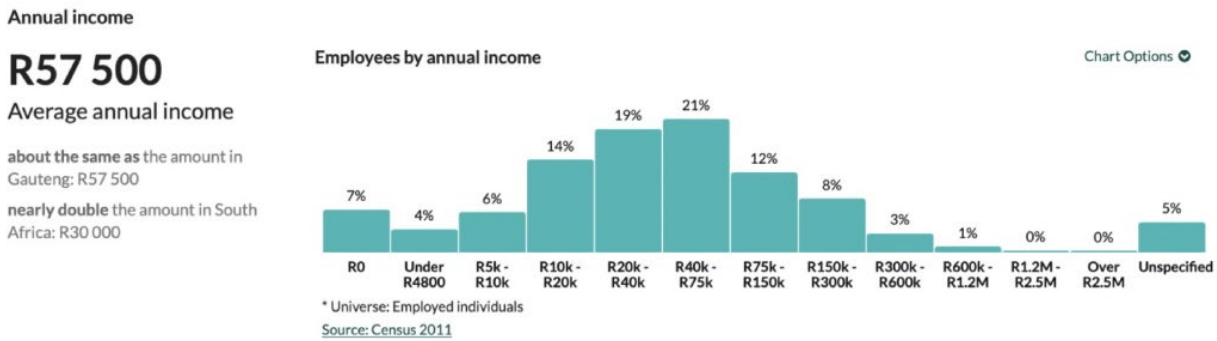


FIGURE 8: AVERAGE ANNUAL INCOME

3.4.3 Employment/Unemployment

About half of the economically active population is employed. With 75% of those employed being employed in the formal sector and 10% in the informal sector. The majority of the employed are in the mining sector.

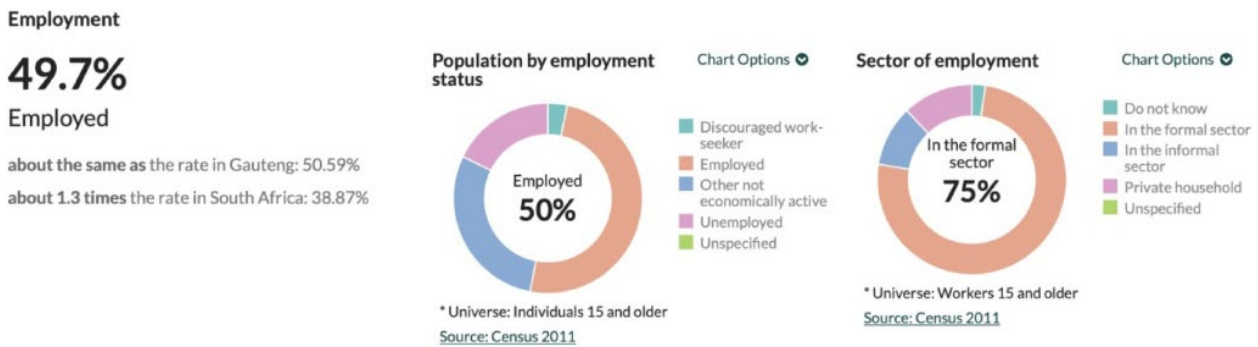


FIGURE 9: POPULATION BY EMPLOYMENT STATUS AND SECTOR

In 2018, there were a total number of 200 000 people unemployed in the West Rand (46.58%), which is an increase of 115 000 from 84 600 in 2008. The total number of unemployed people constitutes 9.75% of the total number of unemployed people in Gauteng. The West Rand experienced an average annual increase of 8.98% in the number of unemployed people, which is worse than that of the Gauteng Province which had an average annual increase in unemployment of 5.16%.

Based on the Quarterly Labour Force Survey for the year ending in the third quarter of 2020 (Q3), thus covering the period of the onset of the COVID-19, the employed to population ratio (i.e. the absorption rate) reduced from 41.9% to 39.2% and the labour force participation rate decreased from 61.3% to 52.5%. The impact of the COVID-19 pandemic and the associated lockdowns is clearly discernible. Unfortunately, a breakdown by district is not currently available.

It is interesting to note that the total economically active age group in the Gauteng non-metro area increased from 1 288 830 in 2016 to 1 364 000 in the third quarter of 2020, an increase of 75 170 individuals.

3.4.4 Crime

For the period 2008/2009 to 2018/2019 overall crime has decreased at an average annual rate of 2.86% within the West Rand. Violent crime decreased by 2.98% since 2008/2009, while property crimes decreased by 2.11% between the 2008/2009 and 2018/2019 financial years.

3.5 Education and Skills Profile

Within the West Rand, the number of people without any schooling decreased by an average annual rate of -5.37% from 2008 to 2018, while the number of people within the 'matric only' category, increased from 139,000 to 190,000. The number of people with 'matric and a certificate/diploma' increased at an average annual rate of 2.94%, with the number of people with a 'matric and a Bachelor's' degree increasing at an average annual rate of 4.88%.

The overall improvement in the level of education is visible with an increase in the number of people with 'matric' or higher education.

The following table shows educational attainment for the share of population aged 20+ years in 2017 in the West Rand. As indicated, the African population group was less qualified in terms of the attainment of both matric and tertiary qualifications compared with other population groups. The African group had the highest share of people with no schooling or only primary education.

West Rand	African	White	Coloured	Asian	Total
No Schooling	19 449	347	272	105	20 172
% of total	4.3%	0.4%	1.9%	1.7%	3.6%
Primary	262 996	25 334	8 339	2 151	298 820
% of total	58.1%	27.0%	58.4%	33.9%	52.7%
Matric	129 945	44 139	4 562	2 764	181 411
% of total	28.7%	47.1%	32.0%	43.6%	32.0%
Tertiary	40 058	23 985	1 105	1 320	66 468
% of total	8.9%	25.6%	7.7%	20.8%	11.7%
Total	452 449	93 806	14 277	6 340	566 872

TABLE 2: HIGHEST EDUCATIONAL ATTAINMENT FOR PEOPLE AGED 20+ BY NUMBER PER POPULATION

GROUP 2017. SOURCE: IHS MARKIT, 2019

Overall, at the district level, the majority of the population aged 20+ years had attained primary qualification at 52.7%. About 32% attained matric and only 11.7% had a tertiary qualification. The number of people without any schooling in West Rand accounts for 7.63% of the number of people without schooling in the province and a total share of 0.86% of the national number. In 2018, the number of people in West Rand District Municipality with a matric only was 190,000 which is a share of 5.51% of the province's total number of people to have obtained a matric. The number of people with a matric and a postgraduate degree constitutes 3.27% of the province and 1.30% of the national number.

A comparison between the local municipalities on the graph above indicates that, in 2017, Mogale City had the highest average share of the population with a tertiary qualification at 14,9%, followed by Merafong City at 9,3%. Rand West City had the lowest share of the population with tertiary qualification at 8,8%.

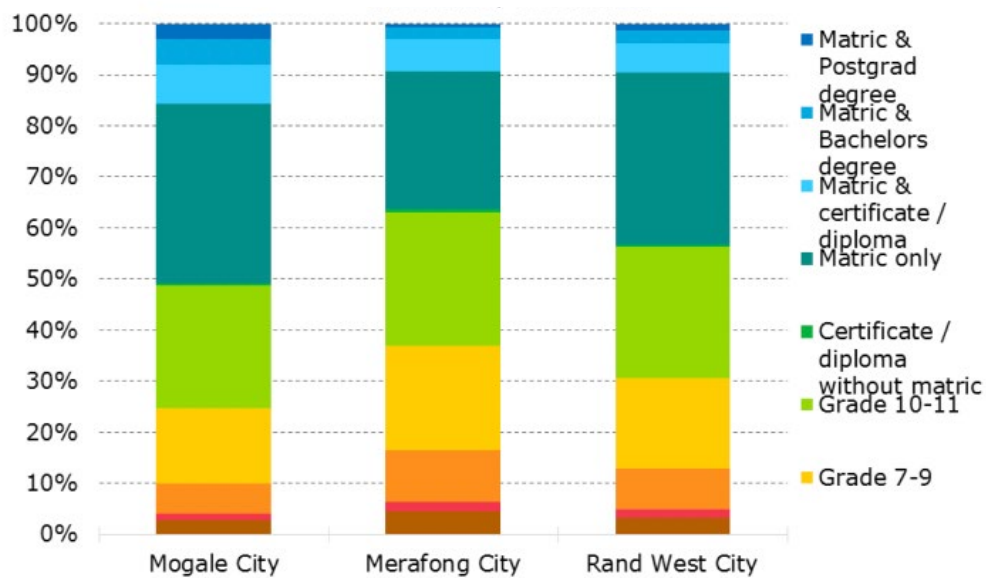


FIGURE 10: HIGHEST LEVEL OF EDUCATION: AGE 15+, WEST RAND, 2008-2018.

SOURCE: IHS MARKIT REGIONAL EXPLORER VERSION 1803

4. DRIVERS OF THE ECONOMY

4.1 Structure of the Economy

The West Rand's economy was in recession in 2018, with growth contracting by 1.4% from the 1% in 2017. The decline in economic growth is owing to the decline in mining output. The mining sector, which accounts for roughly 30% of economic activity in West Rand, contracted by 7.2% in 2018. Output in manufacturing and construction also contracted. The economy of West Rand has been negatively affected by the distressed mining sector owing to declining gold reserves, continuously rising input costs and the stagnant international price of gold.

4.2 Primary Sector

The agricultural and mining sector in West Rand are the biggest drivers of economic activity. Mining output accounted for 29.2% of West Rand's economic output in 2018. A decline in mining output has serious implications for growth in the region. Mining contracted by 6.3% in 2017. Continuously rising input costs and a stagnant gold price are some of the factors that have contributed to this negative trend.

In Merafong, the primary sector accounted for 44.7% of activity in the municipality. Much of this was attributed to mining activity (43.7%). Mining output contracted again in 2018, by 7.2%. This is better than the 12.2% contraction in 2017. Agriculture output also declined in 2018. Mining output has decreased in Rand West by 8.6%.

4.3 Secondary Sector

Manufacturing, construction and electricity form the secondary sector of the District. Mogale is the economic driver of the District, including as it does the town of Krugersdorp. Krugersdorp has considerable manufacturing capacity and has a motorsports racing track that attracts international drag-racing events. Tourism in the district is mostly located within the surrounds of Mogale City. Significant tourist attractions include the Cradle of Humankind, the Magalies Meander, the Sterkfontein Caves and the Krugersdorp Game Reserve.

However, the slow pace of economic growth in Mogale City could be attributed to contractions in the manufacturing and construction sectors which, together, accounted for 23.7% of economic activity in 2018. Manufacturing output is expected to have declined by 0.1% and construction by 0.2%. Overall, manufacturing, which also accounts for a noticeable share of economic activity in the district, is expected to have declined by 0.3% in 2018.

4.4 Tertiary Sector

Government services and finance are the second and third largest contributors to economic activity in the West Rand, respectively. Government services were estimated to contribute 19.8% to West Rand's economy in 2018 and finance, 14.4%. Thus, the slow output growth in the finance sector (0.7%) in 2018 did not bode well for the district's economy. Output of the government services sector was expected to have increased by 1.3% but, because the improvement was marginal, it was not sufficient to pull West Rand out of recession.

4.5 Informal Economy

There is also little support for the informal economy, while township economies are unable to retain local spending power. Many of the challenges are as a result of insufficient institutional capacity and lack of strong instruments for implementation. There is a wide variety of economic activities that can be pursued in the township economy. The District should actively promote the establishment of as many as possible of these enterprises within the settlement areas to promote economic development and job creation.

Substantial initiatives are underway lead by the Dept. of Small Business Development to support those in the informal sector to build sustainable businesses.

5. SERVICE DELIVERY

5.1 Water and Sanitation

According to the 2016 Community Survey, much development is still required in terms of providing access to water and sanitation to households. Community taps are still prevalent and only 87.1% of population has access to flush or chemical toilets.

5.1.1 Water provision

According to the 2016 Community Survey, 91.9% of West Rand District residents are getting water from a regional or local service provider. Only 59.2% of the population have piped water inside the yard, whilst 24.3% receive piped water outside the dwelling, 6.9% receive piped water on a community stand and 3.6% from a community tap.

The existing water storage capacity is not sufficient to meet future demands in Rand West and Merafong. Due to lack of funding the development of three reservoirs is on hold which is holding back the rolling out of housing projects and urban and economic development. Water losses are high, which is of concern. Water demand management programmes are being put in place which will require a combination of meter replacements and management, pressure management and replacing ageing infrastructure.

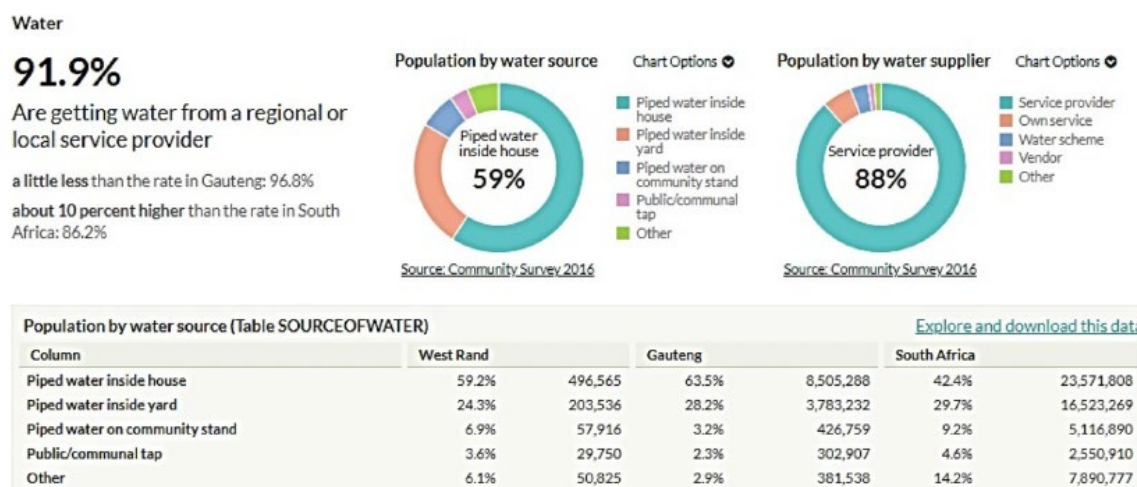


FIGURE 11: POPULATION BY WATER SOURCE AND SUPPLIER

5.1.2 Sanitation provision

According to the Community Survey of 2016, the Municipalities in the West Rand provide sewer services to 730 073 (87.1%) of the population and has a backlog of 6202 (0.7%) people without proper sanitation. The 87.1% is made up of 85.5% of the population who have access to flush toilets and a further 1.6% who have access to chemical toilets. Some 8.5% rely on a pit toilet, 3.1% on a bucket toilet and 1.3% on 'other'.

Of the latter category, some 0.7% have no access to any toilets which is nearly double the rate in Gauteng Province of 0.4% and a third of the rate in South Africa of 2.39%. Sewer infrastructure development in some areas is a limiting factor and several wastewater treatment plants are required.

Toilet facilities

87.1%

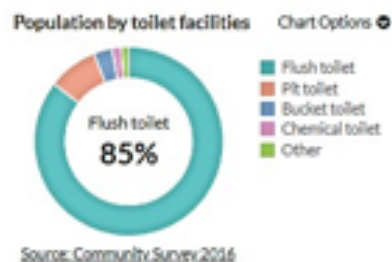
Have access to flush or chemical toilets

about the same as the rate in Gauteng: 89.04%
about 1.4 times the rate in South Africa: 63.53%

0.7%

Have no access to any toilets

nearly double the rate in Gauteng: 0.4%
about one-third of the rate in South Africa: 2.39%



Population by toilet facilities (Table TOILETFACILITIES)				Explore and download this data		
Column	West Rand		Gauteng		South Africa	
Flush toilet	85.5%	716,630	87.9%	11,775,955	58.5%	32,568,164
Pit toilet	8.5%	71,579	7.8%	1,090,317	30.2%	16,788,957
Bucket toilet	3.1%	26,268	2.1%	283,709	1.9%	1,031,238
Chemical toilet	1.6%	13,443	1.2%	155,368	5%	2,786,090
Other	1.3%	10,675	1%	134,376	4.5%	2,479,205

FIGURE 12: POPULATION BY TOILET FACILITIES

5.2 Human Settlements

Scattered un-proclaimed settlements dot the central mining belt and proclaimed townships are located close to the belt on the northern and southern side. This scattered settlement pattern is a result of under-regulated mining surface rights, where mining companies established mining dormitory villages without any regard for post-mining use and the municipalities governing these spaces did not initially consider the spatial implications of these developments. Some settlements such as Khutsong are far removed from economic opportunities and others such as Blybank and Wedela are currently located close to mining operations, which will not be sustained indefinitely.

Merafong City is affected by the occurrence of dolomite within the municipal area. Past experiences in the region have highlighted the dolomitic limitations affecting township development. The informal settlements located in the periphery of Khutsong have access to basic services such as water, sanitation and high mast lighting, whereas the informal settlements located on farmland around the Carletonville area, only have access to water and basic sanitation. All of these areas dolomitic, and in terms of SANS 1936, no structures are permitted on dolomitic land. In situ upgrades of informal settlements is therefore not an option, and all of these informal settlements need to be relocated to suitable safe land.

Merafong City is experiencing problems with aging 'wet services' which can lead to sinkhole formation. Over the past three years, Merafong experienced the shutdown of bulk water infrastructure due to formation of sinkholes in the areas of Carletonville and Khutsong. Two reservoirs had to be decommissioned as sinkholes were found to be forming at their bases and a pipeline at Adatta, feeding Welverdiend and Khutsong Ext.5 was affected.

This situation led to the municipality to declare a state of disaster to National Disaster Management in 2016. The declaration assisted the municipality in obtaining funding to rehabilitate some of the sinkholes that were major and affecting the infrastructure negatively. The funding assisted but it was not sufficient to fully address the matter. The municipality continuously applies for additional funding, but the quantum received is inadequate. Rehabilitation of sinkholes is prioritised according to the urgency and funding available. The resettlement of Khutsong to safer geological land has received major attention and has been adopted as a Presidential Project.

The Department of Human Settlements, in Government Gazette, No. 43316, dated 15 May 2020 declared a number of Priority Human Settlements and Housing Development Areas (PHSHDAs). Those applicable to the West Rand District Municipality are shown in the table below:

Local Municipality	PHSHDA Number & Name	Main Places	Ward Numbers
Merafong	19 - Fochville/Kokosi Greenspark/Losberg	Fochville, Greenspark, Kokosi	14, 21, 22, 24, 25, 26
	20 - Wedela and Surrounds	Wedela, Merafong City	11, 14, 16, 20, 22, 23, 28
	21 - Welverdiend/ Khutsong/ Carletonville	Blybank, Carletonville, Khutsong, Khutsong South, Oberholzer, Pretoriusrus, Waters Edge AH, West Wits, Merafong City	1, 2, 3, 4, 6, 7, 8, 9, 10, 13, 17, 18, 28
Mogale	22 - Kagiso/ Azaadville	Culembeeck AH, Kagiso, Leratong Village, Tshepisong, Witpoortjie, Azaadville, Azaadville Gardens, Chamdor, Chief Mogale, Culembeeck AH, Kagiso, Leratong Village, Rietvalei, Sinqobile, Tshepisong, Witpoortjie.	3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 19, 36
	23 - Muldersdrift	Muldersdrift	33
	24 - Munsieville/ Brickvale	Beckedan AH, Helderblom AH, Munsieville, Munsieville, South, Oatlands SH, Wildtuinpark	24, 25, 26, 27, 30, 38
Rand West	25 Bekkersdal	Bekkersdal	29, 31, 32, 33, 34, 35
	26 Syferfontein	Rand West City Rural	17, 26

TABLE 3: PRIORITY HOUSING AND HUMAN SETTLEMENTS DEVELOPMENT AREA

The inability to provide services, particularly the bulk engineering services which will be required to develop or improve the settlements as indicated above, may severely limit the achievement of the objectives. Financial support will have to be sourced to pursue the objectives as set out by the Department of Human Settlements.

5.3 Waste Management

According to the 2016 Community Survey, 83.1% of the population in the West Rand receive refuse disposal from a local authority, private company or community members. Some 5.3% of the population are not being serviced at all while 7.2% rely on their own dump and 3.1% make use of a communal dump.

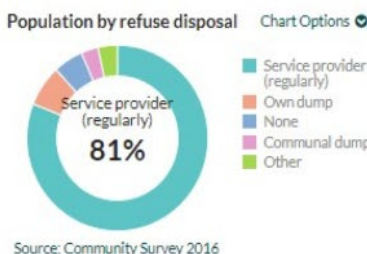
In all three local municipalities in the West Rand, landfill sites are reaching end of life.

Refuse disposal

83.1%

Are getting refuse disposal from a local authority, private company or community members

a little less than the rate in Gauteng: 88.07%
about 1.4 times the rate in South Africa: 59.37%



Column	West Rand	Gauteng	South Africa
Service provider (regularly)	81% 679,382	85.2% 11,413,499	56.7% 31,565,264
Own dump	7.2% 60,086	4.1% 550,438	31.1% 17,319,932
None	5.3% 44,606	2.4% 318,969	3.9% 2,183,995
Communal dump	3.1% 25,612	3% 405,783	2.9% 1,628,696
Other	3.5% 28,908	5.3% 711,036	5.3% 2,955,768

[Explore and download this data](#)

FIGURE 13: POPULATION BY REFUSAL DISPOSAL

5.4 Roads and Transport

Taxis dominate the public transport operations in the District. Bus transport in the district is very limited with no subsidised commuter services, apart from contracted learner transport services that are provided in the predominantly rural area. Commuter rail services operate in the District and these connect the far western side of the region (Merafong City) with the City of Johannesburg. There are train services operating in Mogale City and Westonaria.

The Lanseria Airport node is an important development for the entire region and could influence the development of the K29 corridor. The total road network of Mogale City is 1 100km and made up of 960km of paved roads and 140km of gravel roads. The road network can be broken down further into 100km of main arterial roads and 1 000km of tertiary roads. Main arterial roads are the city-to-city roads whereas tertiary roads are roads within the built-up areas. Gravel roads are in the rural areas and with a small number of unpaved roads in the old townships.

The internal roads in many areas are in poor to fair condition – funding is required for refurbishments and upgrades.

5.5 Electricity

The West Rand District had a total number of 5 590 (2.06%) households with electricity for lighting only, 224 000 (82.36%) households had electricity for lighting and other purposes and a total number of 42 400 (15.58%) households did not have electricity. The local municipality within District with the highest number of households with electricity for lighting and other purposes is Mogale with 110 000 or a share of 49.15% of the households with electricity for lighting and other purposes within the District. The local municipality with the lowest number of households with electricity for lighting and other purposes is Merafong with a total of 50 200 or a share of 22.42% of the total households with electricity for lighting and other purposes within the District.

Areas where Mogale is unable to provide electricity are Tarlton, Hekpoort/Kromdraai, and Munsieville, with 30%, 31.7% and 77.8 % access to electricity, respectively. The first two are below the City's average access of 68% to electricity, as these areas are unproclaimed in terms of SPLUMA regulations.

Losses as high as 50% have been calculated in various areas, taking away much-needed funding for service delivery projects and maintenance of existing infrastructure. Programmes to reduce the losses including the introduction of smart meters, managing large power users, tackling illegal connections, and upgrading ageing infrastructure are required.

There is a need to expand the network to various areas such as Tarlton, Hekpoort, Munsieville and others. However, electricity supply is operating at near capacity levels in many areas.

5.6 Information and Communications Technology (ICT)

Although the provision of telecommunications is not a municipal service, it is important for economic development, health, education, agriculture, tourism and many other areas critical to the well-being and opportunities for municipal citizens.

Internet access at home is still limited. In 2019 only 14,9% of Gauteng households had access to the internet at home while 74,2% had access from other locations such as at work, university and internet cafés. (Source: Statistical Release P0318; General Household Survey 2019, Stats SA)

Other sources indicate that in the West Rand area only 2,91% of households have access to the internet. Stats SA reported that 9.4% of urban households outside the metros had access to the internet at home; 21.6% had access to the internet at work and 12.9% at Internet cafes or educational facilities. A total of 63.3% have access to cellular phones.

6. GOVERNANCE AND MANAGEMENT

6.1 Municipality Performance

The West Rand District Municipality, Mogale City and Merapong City Local Municipalities obtained unqualified audits with findings, and Rand West City Local Municipality obtained a qualified audit with findings for the 2019/20 financial year.

7. WEST RAND DISTRICT MUNICIPALITY SPACE RE-IMAGINED: VISION AND SPATIAL OBJECTIVES

The District seeks to facilitate the consolidation of the District's settlement structure; encourage rural-urban interaction; provide a framework (spatial logic) for the efficient, equitable and sustainable provision of community infrastructure and services; unlock the development potential of existing nodal points through proposals for developing industry specific economic clusters in line with the district space economy; functionally link the main growth centres via well-developed corridors; and mitigate existing and potential future land use conflict(s) between industrial developments, mining, agriculture, and tourism.

7.1 Spatial Development

Spatial planning and development management should focus on prioritising development and investment in accordance with the District's nodal hierarchy. The Primary, Secondary and Rural nodes serve as focal points for attracting retail, office and medium to higher density residential uses, as well as commercial and light industrial activity. Activity nodes are also important public transport destinations.

It is important to define a strategic range of well-located activity nodes in the District with the specific purpose of guiding and directing public and private investment towards these areas (spatial targeting), and to optimise the benefits from clustering of activities. The map below provides a spatial representation of the priority development areas in the District.

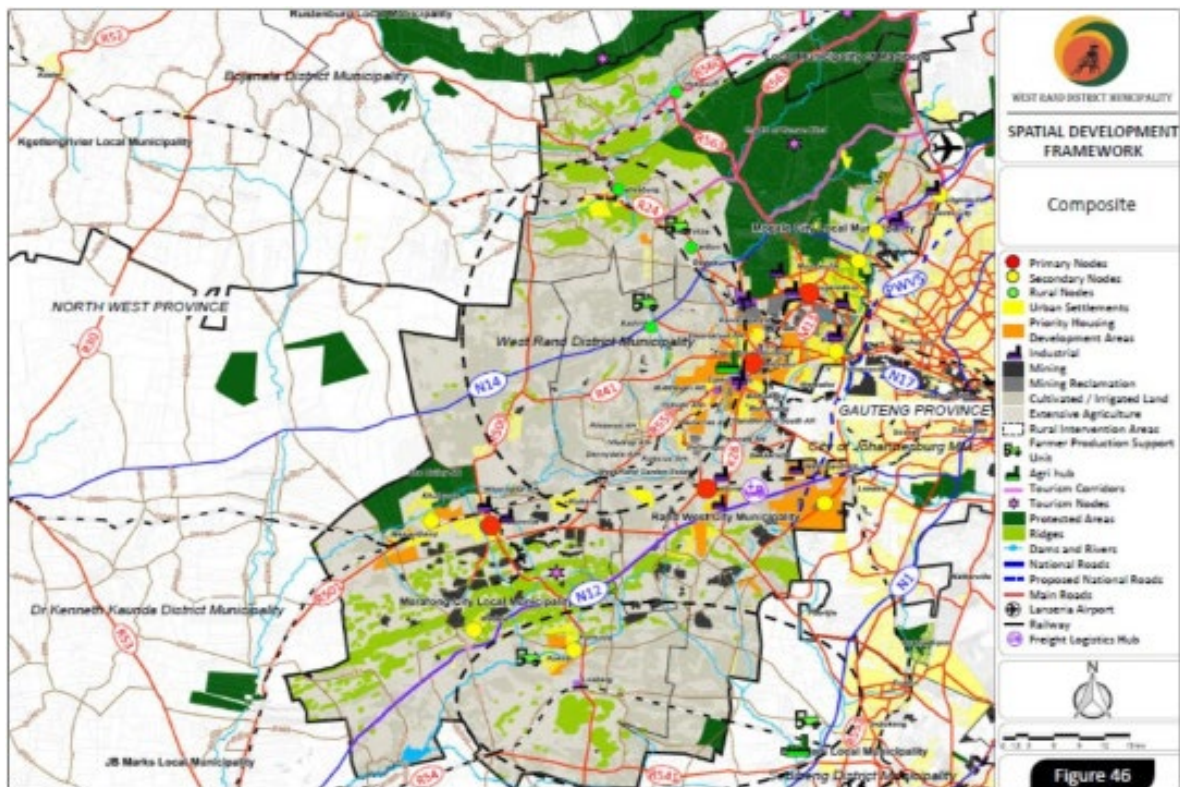


FIGURE 14: SPATIAL REPRESENTATION OF THE PRIORITY DEVELOPMENT AREAS IN THE DISTRICT

7.2 West Rand District Space Challenges and Opportunities

Challenges	Opportunities
Over-reliance on a single economic sector as the main economic sector has exposed the municipal area to economic decline risks.	Diversification of the economic sectors within the region will broaden the growth prospects. The trade, agriculture and manufacturing sectors should be boosted in order to have a significant input into the regional economy.
The tourism sector is currently experiencing a decline in the number of trips generated to visit tourist sites and destinations.	The tourist destination sites such as the cradle of humankind, Magaliesburg mountains should be strengthened as they have a direct impact on the visits generated to the sites.
The health sector is currently overburdened with the high crude death rates in the region.	Ward-based interventions in support of primary health-care serves as a localised opportunity to address minimise secondary interventions to target the crude death rate in West Rand where linked to “burden of disease”.
The region has high potential for agricultural activities however the agricultural sector is currently declining.	The identified agri-parks and farmer support units should be enhanced in order to ensure the agricultural sector is boosted in the region. The national government should enhance surrounding economic markets and hubs to support agricultural activities.
Poor intergovernmental coordination, planning, budgeting and implementation.	The compiled One Plan report should be implemented effectively in order to address all the related IGR, spending and investment challenges experienced in the region.

TABLE 4: PRIORITY HOUSING AND HUMAN SETTLEMENTS DEVELOPMENT AREA

The development of a bus manufacturing plant has been identified as a game changer for the Western Corridor in Gauteng particularly given the potential to counteract the decline in the mining industry in this area as well as addressing the need for economic diversification and development. Busmark and Founding Partner Sibanye Gold have the potential to create a platform to foster growth and development of the region as spearheaded by all spheres of government in the region.

1. West City Industrial Park –which is 80 HA in size, and located on R93. Busmark anchored Industrial Park with various sub-factories, and component manufacturers.

2. Bokamoso Barona which is a 30,000 HA agri project focused on creating primary and secondary economy in the West Rand, a project anchored by land donation by SibanyeStillwater

3. West City Industrial Park Phase III

West Rand Logistics Park & Masingita City – a logistics park focussed on anchoring the Western Corridor of Gauteng to manage logistics in and out of the West.



FIGURE 15: INDUSTRIAL, COMMERCIAL AND RESIDENTIAL CLUSTERS THAT WILL REIGNITE THE N12 CORRIDOR

The strategic design, demarcation and establishment of the Western Corridor SEZ, most likely on a portion of the land currently designated for the Bokomoso Ba Rona project, encompassing the new Busmark site and potentially including the Protea West Industrial park closer to Protea Glen.

The clusters of SEZ anchor investors converge around the following industrial sectors: Clusters of smallholder farming connecting into industrial agro processing, including cannabis, tying into the establishment of new wholesale food market facilities in the West Rand. Green energy, with a fast-evolving focus on Green H2/green ammonia split from water using renewable energy, financed through export offtakes (EU & Japan for now), with secondary flow in H2-powered buses. This will include using large scale solar Panel installations (starting with 200MW, scaling up to 15 GW over 10-15 years) to generate the green energy required to electrolyse the H2, and these can also be produced in the West Rand. Advanced manufacturing linked to Busmark and its supplier cluster.

The deployment of a special purpose vehicle along the lines of the Lanseria model to finance bulk infrastructure across the N12 corridor using portions of future cash flows from the various developments as collateral for an off balance sheet debt structure which will release funds for roads, water infrastructure, sanitation, electrical infrastructure and bulk digital systems in line with the requirements to allow the various large scale clusters of developments to proceed at planned stages over the next 10-15 years. As an enabler for (2), the development of a regional economic and infrastructure master plan (again, following the Lanseria model) focused on the N12 corridor as phase 1.

It is envisaged that the proposed West City Industrial Park will unlock an SEZ at the district level. The envisioned SEZ is shown in Map 2.1.

The first phase of West City Industrial Park development is located on remainder of Portion 10 of the Farm Gemsbokfontein 290IQ (Map 2.1). Busmark aims to acquire the municipal properties on the west of the R28 for further expansion of the Busmark operations (referred to as West City Phase 2

The first phase of the West City Industrial Park, together with the existing agri-park facility south of the West City Industrial

Park is proposed as the first stage of the Western Corridor SEZ. The focus of the Western Corridor includes agri-industry and heavy commercial industry, showing direct alignment achieving synergy between the Industrial Park and Agri-Park as the joint catalyst to unlock the first phase of the SEZ.

Map 2.1. West City Industrial Park Phasing and SEZ Stage 1

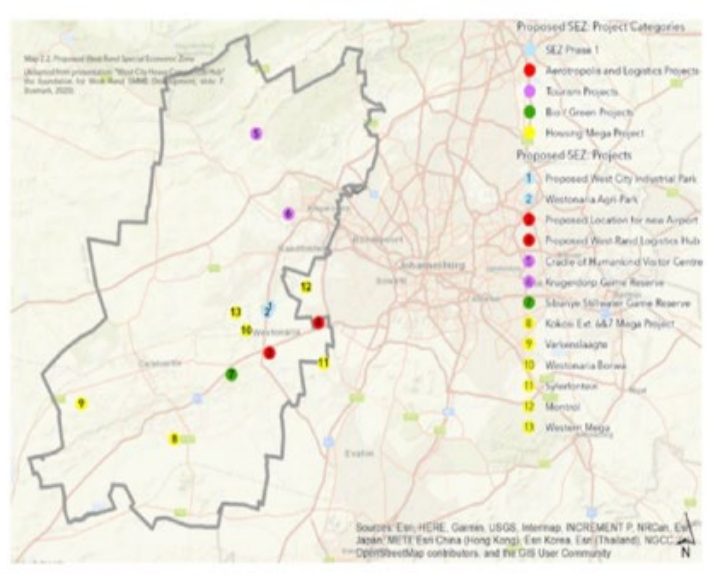
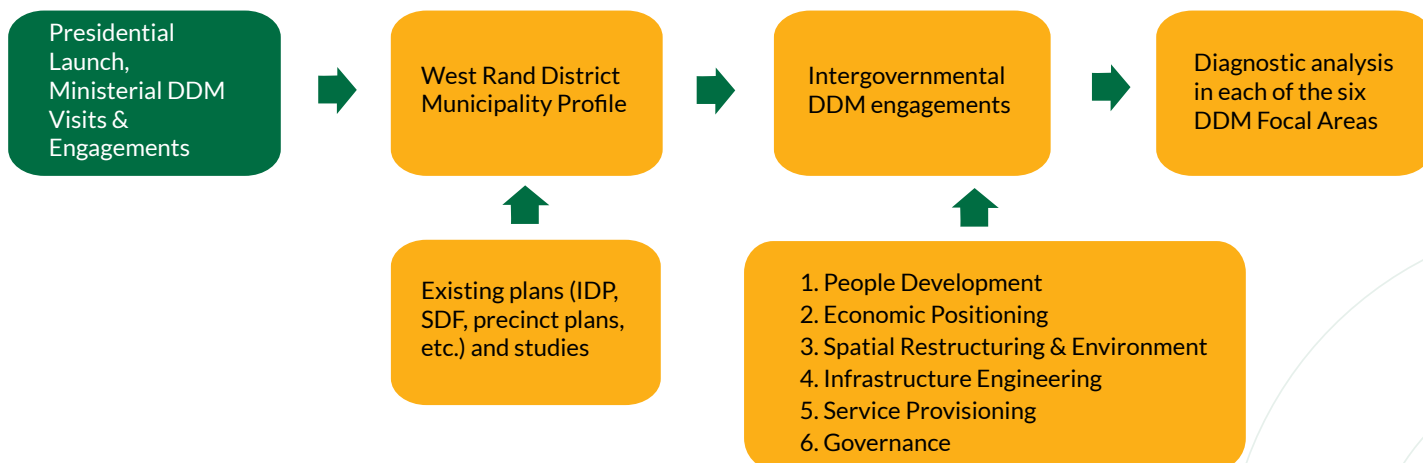


FIGURE 16: INDUSTRIAL, COMMERCIAL AND RESIDENTIAL CLUSTERS THAT WILL REIGNITE THE N12 CORRIDOR

8. DIAGNOSTIC PROCESS

The West Rand District Municipality One Plan is currently being formulated through a joint planning approach between all three spheres of government. It is currently at the diagnostic stage which builds on the West Rand District Municipality Profile that was completed at the time of the launch of the DDM in Gauteng Province and provides a critical analysis of the current situation and identification of key priorities.

The diagnostic was the first stage in the One Plan formulation process and it aims to enable a common understanding amongst all role players of the situation facing West Rand District and the root causes. It lays the basis for the remaining stages of the One Plan, namely, joint vision setting, identification of strategies and actions, and implementation commitments by all three spheres of government and key stakeholders.



8.1 West Rand District Municipality Space in the Context of DDM One Plan

Over a period of two decades, the WRDM and Constituent Local Municipalities embarked upon institutional transformation initiatives aimed at strengthening the role of the District Municipality, in order to transform and ensure a more spatially convergence service delivery landscape, which meant self-conscious collective efforts to re-imagine a city and/or urban region. All these efforts/initiatives can be traced back to 2003, where various attempts had been made to amalgamate the five municipalities, viz the West Rand District Municipality, Mogale City Local Municipality, Randfontein Local Municipality, Westonaria Local Municipality and Merafong Local Municipality with very limited success. The journey to create a single Municipality in the West Rand which was aimed to enable the West Rand to be better equipped to support the Gauteng City Regional initiatives, address issues of partial fragmentation of the West Rand and Gauteng, support improved resource management and efficiencies through economies of scale in the Region all aimed at ultimately improving service delivery in the Region.

In 2007, a feasibility study was undertaken (Study did not include Merafong at the time). The feasibility study evaluated the WRDM on 65 criteria and over 6 evaluation areas. The results of the study showed that the Region complied 85% to becoming a single region which confirmed that the Region was not far off in terms of the criteria from the Municipal Demarcation Board. To drive the process, a Transformation Committee of 30 members was established representing all Municipalities in the Region and Civil Society. It was deemed necessary to have sub-committees and four sub-committees were established, viz: Economic Development and Integrated Planning; Finance; Social Transformation; and Corporate Governance. No progress was made because of challenges around lack of management and coordination; lack of administrative support; lack of resources; lack of commitment; large committees; and non-attendance of meetings.

In 2010, a Strategic Planning session was held in Muldersdrift with Executive Councils and members of all Municipalities. In that session, a working document was developed. There were also some challenges at the time, thus in September 2010, another session was held in Mogale. In this session, the working document was reviewed which resulted in the conceptualisation of the Vision 2016 Strategic Framework and approval by all Municipalities within the Region.

The implementation of the Strategic Framework also had some challenges which resulted in minimal progress being made. This was due to the Local Government Elections of 2011, non-attendance of meetings, changes in political leadership, minimal participation of accounting officers, and lack of resources, internal capabilities and dedicated teams.

In 2011 after the Local Government elections the third Strategic Review session was held which was also aimed at inducting the new councillors. The session resulted in the reduction of Transformation Committee members from 30 to 15, proportionately representing all political parties in the region. Accounting Officers were assigned to sub-committees and all Municipalities confirmed their commitment to the project. It was also noted that all political parties in the District supported the Vision of 2016 to create a single Municipality.

The justification for a single Municipality was set out as follows:

- To support the Gauteng City Region initiatives
- To address partial fragmentation of West Rand and Gauteng
- To support improved resource management and efficiencies through economies of scale in the region
- To improve service delivery in the region
- To improve standardisation through integration

Over the years leading up to 2011, there was public participation and engagement with the communities and the creation of a single municipality became part of the manifesto of the region. In March 2012, Randfontein Publicity Association submitted support letters. In September 2012, sectorial meeting with religious leaders and several meetings with Councils of Local Municipalities were held; and in November 2012, Executive and Sector Meetings.

In March-April of 2013, a radio, print, TV, and memorabilia media campaign was launched. This was followed by Structured Public Participation in collaboration with Municipal Demarcation Board.

In 2016, the Demarcation Board passed a resolution for a phased approach towards the creation of a single municipality for the West Rand. Phase 1 entailed the merging of Randfontein and Westonaria Local Municipalities into Rand West City Local Municipality and phase 2 entailed the creation of the West Rand Metro.

In September 2016 after the elections, it was agreed to have one 5-year plan, which was termed the West Rand Regional 5-year Plan. The plan was intended to enable the District to be better equipped to support the Gauteng City Regional initiatives, address issues of spatial fragmentation of the West Rand and Gauteng, support improved resource management and efficiencies through economies of scale in the Region all aimed at ultimately improving service delivery.

8.2 Formulation of the One Plan 2021 to 2030 – Building Blocks

The District Development Model One Plan is not about recreating or duplicating plans or participatory processes but building on existing studies, plans and synthesising the key big impact issues that all three spheres of government have to apply concentrated energy on. It is also an opportunity for the West Rand District to reflect on the achievement of the Regional Outcomes outlined in the One Region One Plan.

In this regard, the diagnostic builds on the West Rand District Municipality Profile that was developed as one of the first DDM activities. The findings of this study are summarised in this report and provide important framing for the diagnostic as it is based on a root-cause analysis and systems approach which assists in breaking down multiple complex issues into a set of key priority factors. For example, the degradation of ecosystems may in itself pose future health and pandemic outbreak risks.

The degradation of natural ecosystems may in itself pose future health and pandemic outbreak risks. The context in which the One Plan is being done has to inform the need for robustly addressing underlying systemic challenges and building social, economic and environmental resilience as the future becomes more uncertain, unpredictable and challenging.

The One Plan diagnostic is further based on and draws from the following existing, but not limited to, strategies and plans of the West Rand District Municipality, which incorporates existing studies/analysis:

- The West Rand District Municipality One Region Profile
- The West Rand District Municipality One Region One Plan
- The draft West Rand District Municipality Spatial Development Framework (SDF)
- The West Rand District, Rand West City, Merafong City and Rand West City Local Municipalities IDP 20/21

9. VISION STATEMENT AND STRATEGIC OBJECTIVES

VISION

A smart district of human origin that invests in people through a diverse and intergrated modern economy by 2050

This vision statement indicates the desired future state for the West Rand district area. It is inclusive of the opportunities available to the people of the area, and it works towards eradicating the identified challenges of the area. The vision is the expressed desire of all spheres of government supporting the implementation of the One Plan, with the support of the stakeholders in the region.

The various vision elements are an expression of the desired state that is unpacked according to the development goals. This overarching vision statement expresses the reimagining of the West Rand. It establishes a unique, aspirational positioning for the West Rand as a competitive and inclusive region. It represents the ultimate destination point and gives direction to how strategies, programmes, budgets and resources in both government and the private sector need to be oriented.

A strong economic drive will be required to realise the vision. The building blocks of the regional economy will include developments in the agriculture, mining and tourism industries. The agriculture sector will need changes to land rights, training and skills development to reskill the available workforce, infrastructure like roads to support the link to market, and investment from the private sector to convert to commercial farms

9.1 Strategies: DDM Transformation Focal Areas (Six Goals)

To build on the progress achieved thus far in improving the quality of life of people in West Rand District Municipality, and to address many remaining challenges including planning adequately for the future, the One Plan focusses on six strategic goals:

- i. **People Development:** To fundamentally and radically improve the quality of life and overall well-being of people living in West Rand District Municipality currently, and in the future, with emphasis on supporting upliftment of vulnerable and marginalised groups.
- ii. **Economic Positioning:** To strategically position West Rand District Municipality in the national economy and to build a resilient and transformed WRDM economy;

iii. **Spatial Restructuring and Environmental Sustainability:** To develop a transformed, efficient and sustainable spatial form and environment as a dynamic platform for the economy and for integrated human settlements;

iv. **Infrastructure Engineering:** To mobilise, target, align and manage investment in infrastructure in a sustainable way supporting the economic positioning and transformed spatial structure of West Rand District Municipality;

v. **Integrated Service Provisioning:** To enable the residents of West Rand District Municipality to experience reliable, cost effective, viable, sustainable and seamless provisioning of services within functioning places; and

vi. **Governance:** To improve the performance of all three spheres of government in relation to developmental impact in West Rand District Municipality.

ALIGNMENT OF THE DDM GOALS WITH THE REGIONAL OUTCOMES	
DDM GOALS	WEST RAND REGIONAL OUTCOMES
Goal 1 :	Outcomes 5/6/7/10 :
1. People Development	5. Safe Communities
	6. Educated Communities
	7. Healthy Communities
	10. Socially Cohesive Communities
Goal 2 :	Outcomes 11/12 :
2. Economic Positioning	11. Reduced Unemployment
	12. Economic Development
Goal 3 :	Outcomes 8/9 :
3. Spatial Restructuring and Environmental Sustainability	8. Sustainable Environment
	9. Build Spatially Integrated Communities
Goals 4 and 5 :	Outcome 1 :
4. Infrastructure Engineering	1. Basic Service Delivery Improvement
5. Integrated Service Provisioning	
Goal 6 :	Outcomes : 2/3/4/13/14
6. Governance	2. Accountability Municipal Administration
	3. Skilled, Capacitated, Competent and Motivated Workforce
	4. Ethical Administration and Good governance
	13. Robust financial administration
	14. Institutional planning and transformation

TABLE 5: STRUCTURAL ALIGNMENT BETWEEN THE DDM 6 SIX GOALS AND THE WEST RAND DISTRICT 14 OUTCOMES

10. GOVERNMENT PROJECTS

This provides a list of intergovernmental projects for the West Rand District constituent municipality together with national and provincial sector departments active in the space.

10.1 West Rand Major Projects

The District faces a major challenge in terms of the condition of the existing infrastructure which puts a strain on efforts to meet the demands and needs of communities effectively and timeously. In the short term, key projects underway are shown in the table below.

There are numerous human settlement developments planned for which local municipalities are expected provide bulk infrastructure and associated services. However, the locals do not in general have spare capacity to provide services neither do they have the funds to install bulk infrastructure as required.

Municipality	Project Description	Budget
Rand West	LV Networks: Electrification of Informal Settlement (Zenzele)	R 136.8 million
Mogale	Ums-Hartleys Extension of Bulk Water Pipeline & Installation of Communal Water Standpipes_PWDS	R 51.5 million
Merafong	Mining Town Allocation/Upgrading Water and Sewer Infrastructure	R 46.9 million

TABLE 6: KEY INFRASTRUCTURE PROJECTS

Ideally the locals should utilise the MIG, WSIG, RBIG and USDG to extend the services and provide bulk. However, grants are generally accessed to sustain existing infrastructure. Many projects have been submitted for MIG, WSIG and RBIG funding as indicated in the table below.

Municipality	Project Description	Finish Date	Cost
Rand West	Mohlakeng pump station and sewer outfall	March 2023	R115m
Rand West	Westonaria Regional Bulk Sanitation (Zuurbekom)	June 2022	R 550m
Merafong	Upgrading the Wedela WWTW Phase 2	June 2021	R15m
Merafong	Relocation of Khutsong reservoir and related bulk infrastructure	June 2021	R 21.9m
Rand West	Sewer infrastructure Services for Mohlakeng Ext 5 Township	June 2021	R 38.5m
Mogale	Rural Water and Sanitation Projects-Bulk Water Supply	June 2021	R25.2m
Mogale	WC/WDM: Water pipeline replacement	June 2021	R 17m
Merafong	Sludge drying beds for Kokosi and Khutsong WWTW	June 2021	R32.3 m
Merafong	Rehabilitation of bulk water supply	June 2021	R 6.9m
Rand West	Construction of Glenharvie alternative pump supply pipeline	June 2021	R47.3m
Rand West	Hillshaven outfall sewer	June 2021	R53.6m

TABLE 7: MIG, WSIG AND RBIG FUNDED INFRASTRUCTURE PROJECTS

The challenge of bulk is, however, of a different funding magnitude. Three unfunded projects required to develop the required capacity have been identified as shown in the table below and require funding. Another funding model needs to be developed to ensure that the development of adequate bulk infrastructure and associated services for human settlement developments.

Project	Description	Phase	Finish Date	Estimated Cost
Syferfontein Bulk W&S Pipelines (Westonaria Regional Sanitation Scheme)	Construction of a new 1.2m diameter bulk water supply line, water storage wreservoirs as well as new bulk sewerage	Planning	March 2023	R 1,047bn
Lindley WWTW	Construction of a new 20 MI/day Lindley WWTW to service the North Eastern Region of Mogale City	Planning	March 2023	R 399,152m
Lion Park/Lanseria Bulk W&S Pipelines	Construction a new 1.2m diameter bulk water supply line, water storage reservoirs as well as new bulk sewerage	Planning	March 2023	R 8,050bn

TABLE 8: PLANNED, UNFUNDED, REGIONAL, BULK INFRASTRUCTURE PROJECTS

Mogale City Municipality, has an approved a ten-year Capital Expenditure Framework (CEF) in accordance with the Integrated Urban Development Framework of National COGTA. Merafong City is in the process of developing its CEF. These long term plans indicate all capital project planned for the medium term.

10.2 Economic Projects

The District seeks to promote regional economic development and growth by prioritising economic development project. Below are proposed economic projects:

Municipality	Economic Development Project	Estimated Budget
Merafong	Merafong GDS identified diversification projects. Feasibility study solar park and bio-energy park in progress (GIFA)	R 6.5 million
Mogale	Farmer Support: Mechanisation Programme +500 ha of land cultivated 2 tractors allocated	R 300 000.00
Rand West	Bekkersdal: Construction of new business hive	R 8.9 million

TABLE 9: PROPOSED ECONOMIC PROJECTS

10.3 Prioritise Integrated Development Plan

These key projects should be undertaken to ensure the successful prioritisation and implementation of the Integrated Development Plan.

Municipality	Priority	Project	Estimated Budget
Regional	Municipal Infrastructure and Maintenance	West Rand District Integrated Infrastructure Master Plan	R20 million
Mogale	Provision of Land to enable Economic Growth, Settlements of Communities and Urbanisation	Land Resource Mobilisation and Partnership unit has been newly established to manage the Land on behalf Mogale	R19 million
Merafong	SMME Support Programmes	Establishment of Enterprise Development Centre (One-stop shop) in collaboration with AngloGold Ashanti – SLP project	R15 million
Rand West	Municipal Infrastructure and Maintenance	Upgrade water and sanitation infrastructure over a period of five years	R200 million

TABLE 10: PRIORITY IDP PROJECTS

10.4 Investor and Sponsorship Opportunities

There are several large infrastructure projects in the District that would have a significant impact on the region, most of which are highlighted as catalytic projects and are classified under the following areas:

- Game changer projects
- Mega Projects (Human Settlements)
- Other Catalytic Projects
- Proposed Corridor Developments.

The National Department of Agriculture, Land Reform and Rural Development plans to use the Agri-Park (which forms part of Game Changers) as a catalytic program for the development of rural West Rand. The Agri-Park consists of an Agri-Hub in Brandvlei and four Farmer Production Support Units in Tarlton, Magaliesburg, Bekkersdal and Merafong. An 800m² warehouse is currently under construction in Bekkersdal. In Tarlton, construction of 20 tunnels is in progress in addition to the 10 completed by Gauteng Department: Agriculture and Rural Development (GDARD).

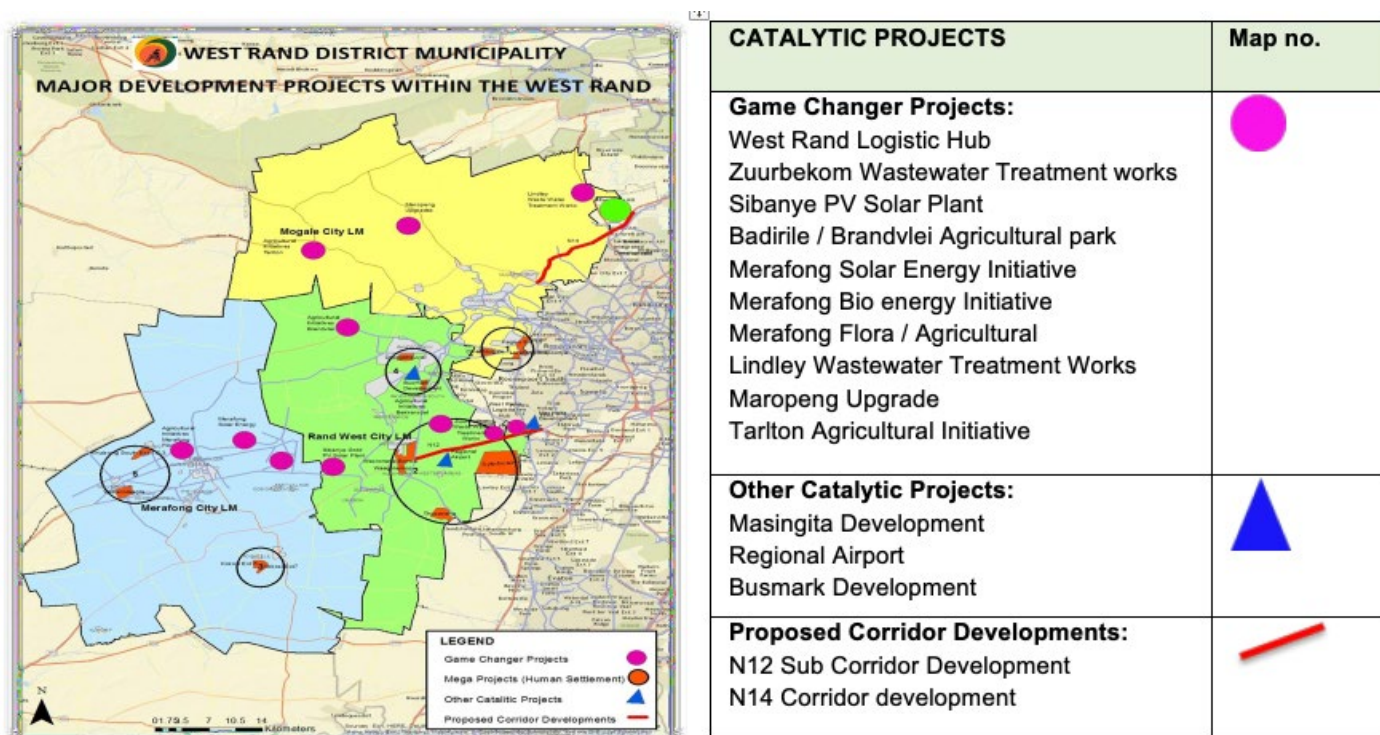


FIGURE 17: SPREAD OF CATALYTIC PROJECTS ACROSS THE DISTRICT

The above left figure shows the spread of major projects planned. The success of Mega Human Settlements Infrastructure around the District will be fully reliant on an active economy and sustainable jobs. Agriculture and mining are the core economies in the area and there is a need to strengthen the value chain by investing on geo-processing.

The Province will be investing in the creation of new industries, new economic areas and new cities. The focus of these joint initiatives will be tourism, agriculture, and agro-processing and renewable energy projects. This includes diversifying the West Rand economy away from reliance on mining to include bus manufacturing, agri-business and agro-processing, renewable energy and tourism. The pipeline of concrete projects includes:

- The expansion of Busmark bus manufacturing plant
- The Lanseria Airport expansion and the new Lanseria City Development
- The Agro-processing Mega Park & Logistics Hub on the N12 highway and other private sector mega projects.

These projects are pumping over R25 billion worth of investment into the western corridor.

The Gauteng Infrastructure Financing Agency (GIFA) has recognised the potential for renewable energy and tourism in the District and has completed the feasibility and issued the upgrading, management and commercialisation of the Krugersdorp Game Reserve for market release. The upgrade valued at R1.2bn when complete, is expected to greatly enhance the tourist trade in the area.

GIFA has also issue for market release a R300m photovoltaic power station and an Energy Conservation Industrial Park in Merafong. The latter is expected to attract new businesses associated with the green economy and grow a new economic base for the municipality.

The Department of Rural Development and Land Reform will continue to invest in developing the Agri-Park and will also fund the upgrade of the Tarlton Road to improve access to the area.

10.5 National and Gauteng Province Departments' Short- to Medium-term Project Commitments (≤ 5 Years)

This section of the One Plan highlights both short- to medium-term projects (≥ 5 years) as listed under Annexure A from National and Provincial Sector Departments, whereas section 10.6 below presents Gauteng Provincial Departments' Long-term Project Commitments (>5 years) as identified in the Gauteng Department of Infrastructure's Development Investment Book of 2021/22. These are the projects and programmes that national and provincial sector departments have committed to implementing within the West Rand District Municipal space. The long-term projects specifically are of a strategic and high-impact nature with the potential to make considerable contributions to the West Rand regional economy, while making improvements in overall service delivery and advancing district or regional stability. This is particularly important as the Gauteng Province has over the years experienced rapid urbanisation resulting in a huge burden on municipalities to keep up with delivering efficient and reliable services to their constituents. As the province further advances the Gauteng

City-Region model, it is critical that each sphere of government, from its perspective and mandate, plays its part.

Thus, the inclusion of national and provincial sector department commitments in the various One Plans in the Province will present municipalities with a concrete picture of the projects being planned and implemented in their spaces for the next 5 to 30 years. In Gauteng, specifically, the need is particularly acute as urbanisation will result in the population increasing from 15.6 million at present to about 18.7 million by 2037 and 21.5 million by 2050. There is, therefore, an urgent need for effective, collaborative planning for future bulk infrastructure, services, health, education facilities and others, as well as a need to identify possible areas for economic growth in order to create jobs and support this substantially increased population. On their own, each of the Gauteng municipalities will not be able to meet the demands of its increasing population, which necessitates the need for strong, inter-governmental, long-term planning and implementation coordinated at District level.

Beyond ensuring that there is joint action on how government responds to key developmental challenges in each district space, the incorporation of the various sector commitments in the One Plans advances accountability and a level of focus and coherence to decisively address the triple challenges of poverty, unemployment and inequality. In this way, a better and shared understanding of local needs, challenges and opportunities in each district and metro space can be established. It is this common understanding that makes it possible to maximise the potential with limited resources and capacity, especially within the confines of a global pandemic.

Throughout the process of developing the District and Metro One Plans, national and provincial sector departments were expected to play an integral role in terms of shaping and making inputs in each phase. Several inter-governmental planning sessions were held where national and provincial sector departments presented their sectoral perspectives on the status, as well as commitments (resources, budgets) and key projects and programmes that will contribute to the achievement of the desired future in each District/Metro space, in line with the vision and strategies of the One Plan. These implementation commitments, incorporated into this One Plan, are to inform the strategic plans, including the IDPs, as well as Annual Performance Plans in line with the Government Planning Cycle.

It is, however, worth noting that not all national and provincial departments heeded the call to submit their long-term sector commitments. The following list is an indication of which sector departments responded for the West Rand District space:

National Sector Departments

- Department of Agriculture, Land Reform and Rural Development
- Department of Environment, Forestry and Fisheries
- Department of Higher Education and Training
- Department of Human Settlements

- Department of Justice and Constitutional Development
- Department of Public Works
- Department of Science and Innovation
- Department of Water and Sanitation
- Department of Small Business Development
- Department of Telecommunications and Postal Services
- Department of Transport

Provincial Sector Departments

- Gauteng Department of Agriculture and Rural Development
- Gauteng COGTA, Disaster Management and Fire Services
- Gauteng Department of Community Safety
- Gauteng Department of Economic Development
- Gauteng Department of Education
- Gauteng Department of Health
- Gauteng Department of Roads and Transport
- Gauteng Department of Social Development
- Gauteng Department of Sports, Arts and Culture

A subsequent analysis of the various commitments undertaken by Gauteng COGTA, however, revealed that most of the projects and programmes submitted by sector departments did not meet the One Plan inclusion criteria. An overwhelming majority of them were short-term, operational projects. The commitments received were not catalytic enough to demonstrate how they would ultimately begin to tackle socio-economic challenges in each of the Metro and District spaces, stimulating the economy in the right sectors. To this effect, those projects are better suited for implementation through the IDP as a medium-term strategy of each municipality. The table below (10.6), therefore, only showcases those commitments that satisfy the One Plan criteria (i.e., Long-term Project Commitments >5 years). These are Gauteng Provincial Departments' projects earmarked for implementation in the West Rand District Municipal space as identified in the Gauteng Department of Infrastructure's Development Investment Book of 2021/22.

Both the short- to medium-term projects (≥ 5 years) are listed under Annexure A.

10.6 Gauteng Province Departments Long-term Project Commitments (>5 Years)

The following are investor-ready mega-projects earmarked for implementation in the West Rand Region as identified in the Gauteng Department of Infrastructure Development Investment Book of 2021/22. About 3 692 infrastructure projects were identified from Departments, Municipalities, Gautrain, GIFA, ISA and Tourism infrastructure projects, of which 34 are investor-ready mega-projects.

Project name	Location	Status	Cost
Lindley Waste Treatment Technology Project	MCLM	Feasibility studies completed	R1.5 billion
West Rand Logistics Hub	WRDM	Developer sourcing finance	R1.3 billion
Bokamoso-Ba-Rona (formerly Merafong Bio)	MLM	Feasibility studies completed, and the project is in structuring phase	R1.0 billion
Pelzvale Wastewater Treatment Works	RWC LM	Feasibility and preliminary design	R1.8 billion
Dan Tloome Mega and Droogheuwel Development Ground Reservoirs, Pump Stations, Tower Storage and Bulk Supply Pipelines	RWC LM	Feasibility and preliminary design	R1.1 billion
Randfontein Wastewater Treatment Works and Badirile Wastewater Treatment Works	RWC LM	Feasibility and preliminary design	R649 million
Construction and Upgrading of Electrical Substation in Randfontein Developments	RWC LM	Feasibility and preliminary design	R538 million
Simunye/Thusanang, Waagterskop, Bekkersdale Ground Reservoirs, Pump Stations, Tower Storage and Bulk Supply Pipelines and Distribution Lines	RWC LM	Feasibility and preliminary design	R487 million
Development of the Thusanang Wastewater Treatment Works and the Lower Dan Tloome Wastewater Treatment Works	RWC LM	Feasibility and preliminary design	R483 million
Construction and Upgrading of Electrical Substation in Westonaria Developments	RWC LM	Feasibility and preliminary design	R 424 million
Westergloor Ground Reservoirs, Pump Station, Tower Storage and Bulk Supply and Distribution Pipelines – Mega Housing Developments	RWC LM	Feasibility and preliminary design	R281 Million
Regional Airport	RWC LM	Feasibility and preliminary design	R350 million

TABLE 11: INVESTOR-READY MEGA-PROJECTS EARMARKED FOR IMPLEMENTATION IN THE WEST RAND REGION

10.6.1 Long-term Sector Commitments

Role Player	Project/Programme	Description	Project Value	Status
Gauteng Department of Economic Development and Gauteng Growth Development Agency	Lanseria Smart City Initiative	Lanseria Development: Strategic urban consolidation and urban infill, nodal and corridor development, land-use and public transportation integration.	TBC (DED to send more info)	Planning phase
Gauteng Department of Economic Development and Gauteng Growth Development Agency	N12 Corridor Protea Glen Cluster and Multi-tier SEZ	Residential expansion and housing development, mixed-use nodes, the infill and intensification brownfield areas	TBC (DED to send more info)	Planning phase

TABLE 12: LONG-TERM SECTOR COMMITMENTS

10.6.2 Spatial Representation of the Sector Commitments in the West Rand District Space

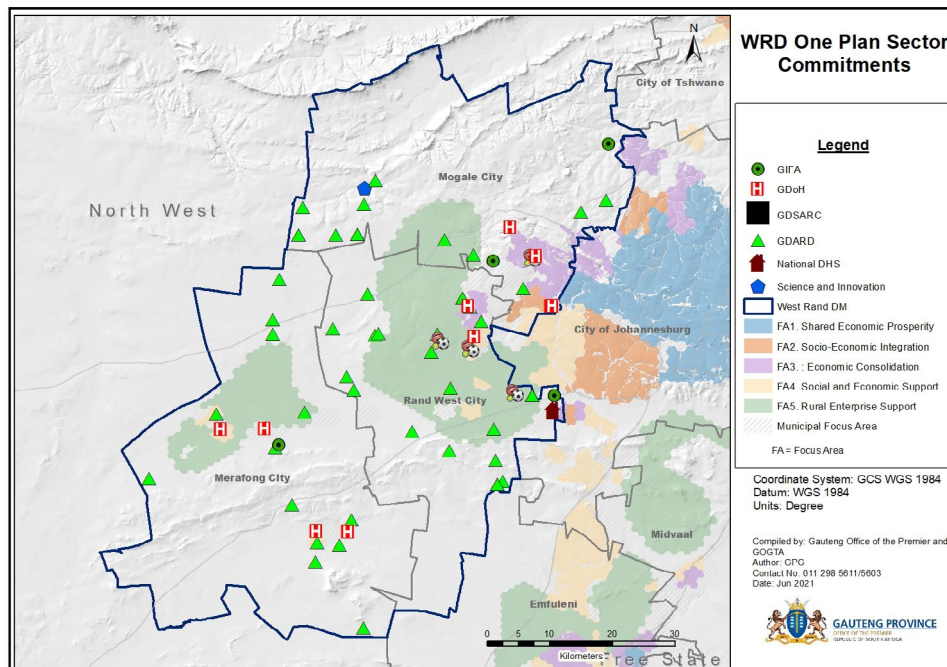


FIGURE 18: WEST RAND DISTRICT ONE PLAN MAPS

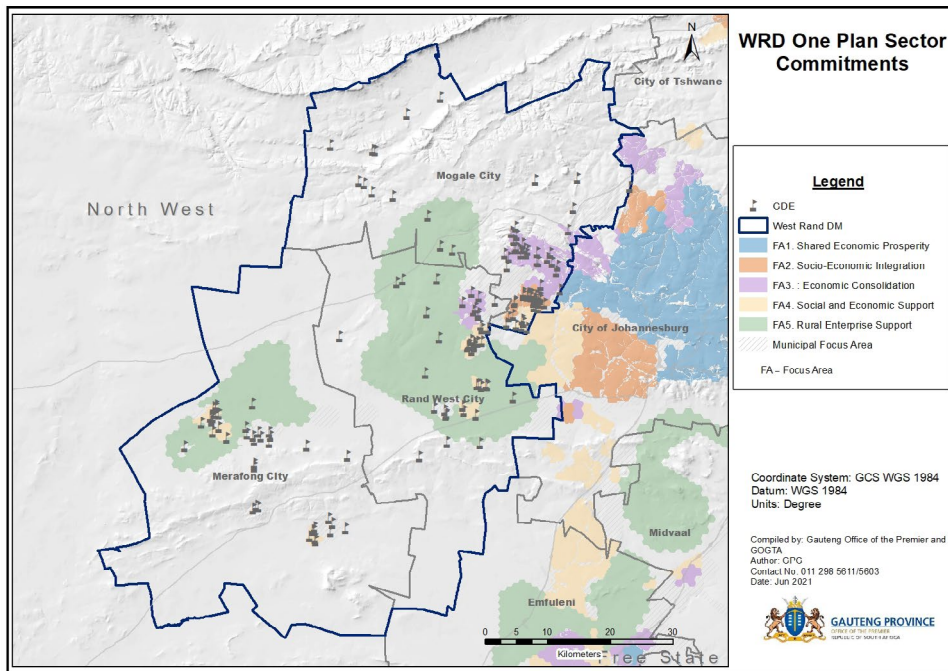


FIGURE 19: WEST RAND DISTRICT ONE PLAN MAPS

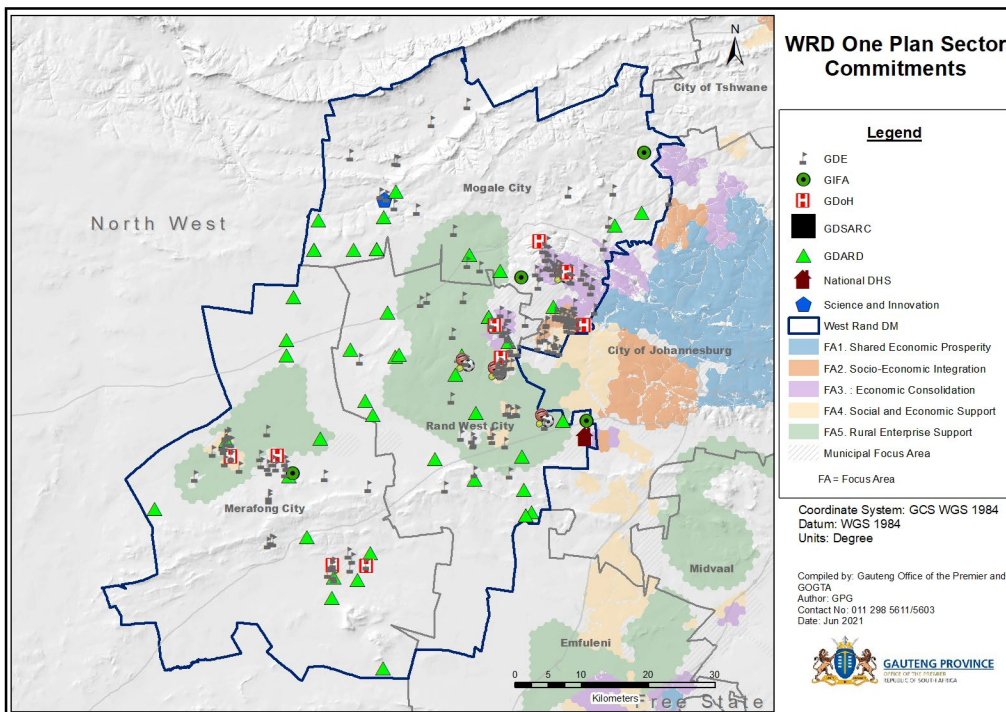


FIGURE 20: WEST RAND DISTRICT ONE PLAN MAPS

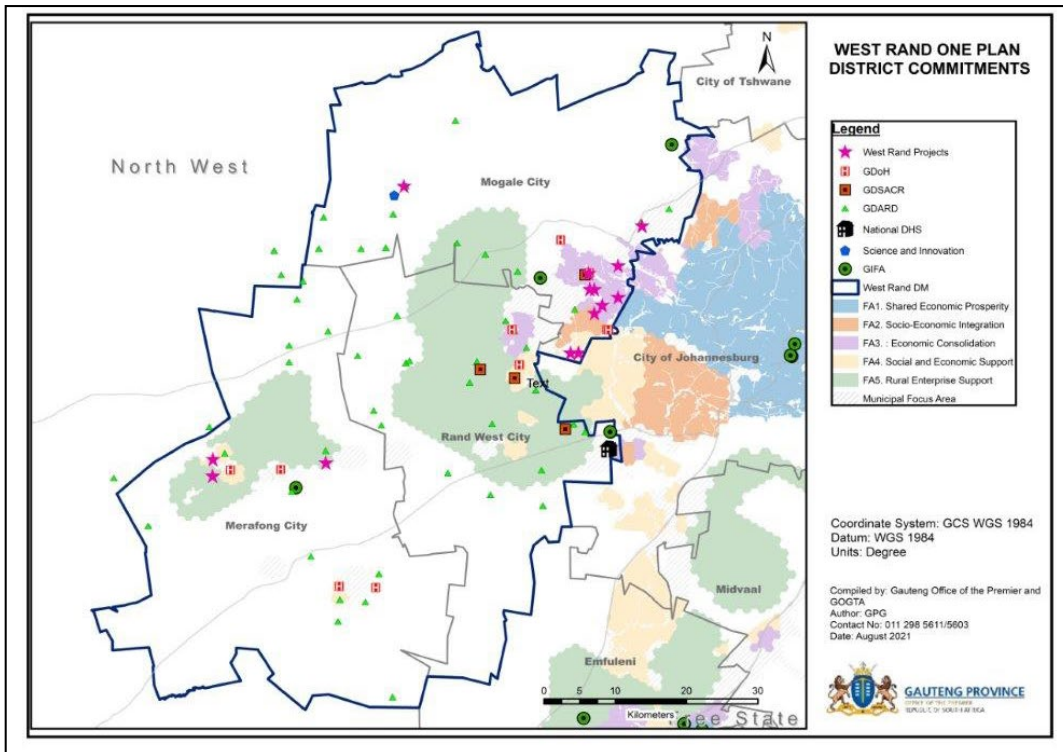


FIGURE 21: WEST RAND DISTRICT ONE PLAN MAPS



West Rand
District Municipality



RAND WEST CITY
LOCAL MUNICIPALITY
CITY OF CHOICE



Mogale City
Local Municipality



GAUTENG PROVINCE
CO-OPERATIVE GOVERNANCE AND
TRADITIONAL AFFAIRS
REPUBLIC OF SOUTH AFRICA



cooperative governance
Department:
Cooperative Governance
REPUBLIC OF SOUTH AFRICA

